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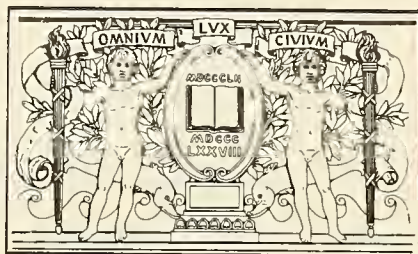
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East Boston

District Profile & Proposed 1978-1980 Neighborhood Improvement Program

City of Boston
Kevin H. White, Mayor
Boston Redevelopment Authority
Neighborhood Planning Program
Summer, 1977





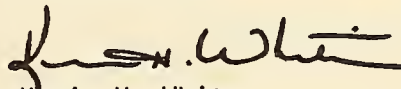
CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

KEVIN H. WHITE
MAYOR

The Boston Redevelopment Authority's Neighborhood Planning Program has prepared this report to assist residents and City agencies develop longer range solutions to community-wide planning issues.

This "Neighborhood Profile" contains information which helps bring into sharp focus those matters which are of concern to residents of each neighborhood in the City. This information facilitates public understanding and assists all of us--both at City Hall and in the neighborhood--in determining how we can best use the resources available to us.

I hope this booklet serves as an important building block to encourage greater interest in the problems confronting this neighborhood and our City and help us all in developing solutions to these problems.


Kevin H. White
Mayor

Boston Redevelopment Authority

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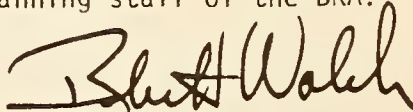
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The Boston Redevelopment Authority, as the City planning agency, is pleased to submit for neighborhood review a profile of East Boston.

It is my hope that the profile can serve as a starting point in the dialogue that should and must take place between neighborhood residents and public officials as decisions are made about the use of community development funds and other matters of public policy.

The decision-making process, of course, must be based on data that is up-to-date and accurate. I am confident that the material contained in this report can be of great assistance to all who care about this neighborhood in particular and the city as a whole.

Questions and comments about the material in the report should be directed to the Neighborhood Planning staff of the BRA.



Robert F. Walsh
Director
Boston Redevelopment Authority

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This planning report, prepared by the East Boston Neighborhood Planner, is intended to assist local residents and City officials in defining the needs of and programs for the East Boston area. It is also written to assist prospective residents and investors who are seeking information about the area.

The report includes background information, a discussion of major community planning and development issues and recommended strategies and is intended to aid in the establishment of a long range framework for decision making by the public and private sectors.



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1. BACKGROUND

A. EXISTING CHARACTERISTICS

1. Overview

East Boston today is a stable community. Although it experienced much fluctuation in its population over the years this has apparently leveled off. Most residents live in family groups, 91% as opposed to 78% City-wide, and except for a higher percentage of young adults leaving the community, East Boston's age distribution is similar to that of the rest of the City with slightly more children and elderly than the City average. In 1970, 72% of East Boston's homeowners and 32% of the renters had been living in the same dwelling for more than 10 years, as compared with only 58% of owners and 19% of renters for the entire City.

Home ownership is high for an urban neighborhood, with 31% of the dwelling units owner occupied. It is important to note that 80% of the 1-4 unit structures have a resident owner and that the number of owner occupied units has been increasing since 1950.

The ethnic nature of the community contributes to the sense of neighborhood. Those born in a foreign country or having a foreign born parent make up 50% of East Boston's population in comparison with only 34% of the total City population. Of these, 70% are of Italian descent. Since 34% of the population is under age 20 and are likely to be third generation and therefore not counted as foreign stock in the Census, it is clear that the large majority of the adult population is Italian born or second generation Italian.

Although East Boston's median family income in 1970 was 11% less than that for the City, the distribution of income levels reveals that the median is low due to a substantial deficit of upper income residents rather than a large concentration of people at the lower income levels. With 7.1% of Boston's families, East Boston has only 2.1% of those families earning \$25,000 or more. Census data show that many of East Boston's wage earners tend to hold lesser skilled jobs or jobs in which skills are acquired through apprenticeship. This is a reflection of a level of formal education lower than the City average. Statistics indicate that the youth of East Boston continue to spend fewer years in school and consequently have less access to the kinds of professional, technical, clerical and service jobs which are increasing most rapidly in the Boston economy.

Rent levels in East Boston are substantially lower than the City average. The value of owner-occupied homes reported in the 1970 U.S. Census was also low with 52% estimated to be worth less than \$15,000 while only 25% City-wide were in this category. The vast majority of residential structures in East Boston are over 50 years old with only 12% built after 1939. While these dwellings represent an important low-cost housing resource, many need substantial repairs.

The recently issued report entitled "A Survey of Attitudes Toward the City of Boston and Its Neighborhoods" (May 1977) by Peter D. Hart Research Associates, Inc., supports the basic contents of this report. While there is some discrepancy in percentages it would be inappropriate to directly compare the survey results and census data referred to in this report. However, the general content of this profile as well as the issues raised are consistent with the survey results and initial data interpretation. The Hart Survey can therefore best be viewed as complementary.

2. Neighborhoods

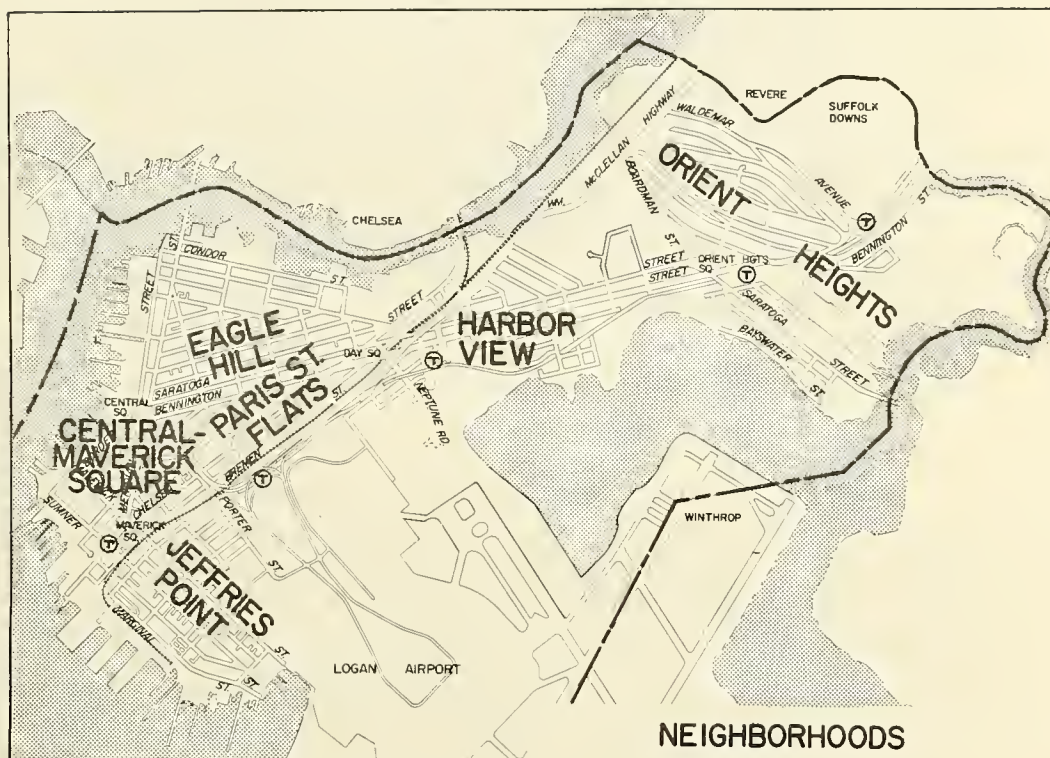
a. Jeffries Point

Jeffries Point at the southern end of East Boston is bounded by the Penn Central Railroad on the west, Porter Street and Logan Airport on the north, and Boston Harbor on the south and east. It is one of the oldest and most densely settled areas in the community. Two and three decker rowhouses cover the hill between the airport and Marginal Street and overlook the harbor and downtown Boston. Although not subject to overflights, Jeffries Point residents are affected by the aircraft ground noise and fumes from the airport.

With Massport's commitment of not encroaching further into residential areas, modest to major rehabilitation and renovation of housing stock is now taking place. The development of the \$1,000,000 Jeffries Point Park has also increased neighborhood pride and confidence.

Along the waterfront are scattered airport-related industries, Bethlehem Steel, and Piers 1-4. Because many of the old waterfront industries have given way to less intensive uses, attention has recently focused on reuses of waterfront property.

The City has encouraged new uses which support the predominantly residential character of Jeffries Point and has acquired and developed a 4-acre park at the end of the Point. An important issue is the future of the Massport-owned Piers 1-4 on Marginal Street.



b. Central/Maverick Square

The Central/Maverick Square neighborhood lies between Jeffries Point and the Inner Harbor and consists of Central Square, in many ways the nerve center of East Boston, Maverick Square, a transportation node and secondary shopping center, and the residential community between the two squares. Since the 19th century when the area was the locus of intense industrial and commercial activity, it has seen the decline of its industry and the growth of its use as a regional transportation link. Meridian Street carries traffic between Boston and Chelsea, and the Sumner-Callahan Tunnels carry traffic between Boston, the airport and the North Shore.

Central Square serves as a magnet for shoppers from East Boston and to some extent from Winthrop. It has a modern shopping plaza, a wide variety of stores and convenient parking. In the center of the square is a park and nearby are a library, a neighborhood health center, and several other public facilities. Maverick Square is just a few blocks south of Central Square on Meridian Street. Although smaller than Central Square, it has an MBTA station, Little City Hall, convenience shops and a number of restaurants and bar rooms which attract people from nearby neighborhoods. As a result of new housing developments on the waterfront, its importance will be increasing in the future.

The residential neighborhoods between the two squares consist of the 414-unit low income Maverick Housing Development and 3-story brick or frame rowhouses with straight front or bay windows. Almost 75% of the homes in this area are in need of substantial repairs but some rehabilitation and a good deal of new housing development is occurring. The City has acquired and is in the process of developing an 11-acre waterfront park, a new fire station has been constructed and the the 300-unit elderly and family Heritage Apartment Development has been completed.

c. Eagle Hill

Eagle Hill is located north of Central Square and Bennington Street and runs from the Inner Harbor to the Chelsea Creek/Day Square area. The neighborhood is characterized by three decker rowhouses which have been occupied by the same families for several generations. While less than 40% of the units in Eagle Hill are in need of substantial repairs, each spring a bustle of painting and sprucing up activity takes place within certain sections. The neighborhood is also experiencing a burst of new housing opportunities with the opening of Shore Plaza East, a 380-unit low and moderate income housing development, and Landfall West, a 59-unit elderly housing development. In addition, The new Mario Umana School on Border Street has recently opened as a city-wide technical school with its recreational and educational facilities open to all East Boston residents. However, as a magnet school the facility has been subjected to vandalism.

d. Paris Street Flats

The Paris Street Flats section is a triangular area bounded by Porter, Bremen and Bennington Streets. Two of its sides are further defined by the East Boston Expressway and the Penn Central Railroad. Most of the homes in this neighborhood are three and four story rowhouses with little or no open space. Almost 75% of them are in need of substantial repairs. Residents near Day Square are in the flight path of Runway 15R and those along Bremen Street are threatened by the encroachment of air freight, rent-a-car and other airport-related industrial uses.

e. Harbor View

Harbor View extends along Bennington Street from Day Square to Orient Heights. Although sometimes confined to that section east of Day Square and south of

Bennington Street which really has a "harbor view", our definition also includes the Neptune Road area. One and two family homes contain half of all the dwelling units in the neighborhood. Most homes have yards and many of the streets are lined with trees. The Neptune Road area, once the entrance to Wood Island Park designed by Frederick Law Olmsted, reflects the once stately character of the neighborhood's past. However, the homes are not being maintained as they once were due to the uncertain future of the area. Today Harbor View suffers from the disruption of the MBTA tracks which cut through it, from the severe noise impact of the airport, and from the taking of Wood Island Park for Runway 15R.

f. Orient Heights

Orient Heights at the northeastern end of East Boston is characterized by the prominent hill, formerly Breed's Hill, on the northwest side of Bennington Street and the gently sloping topography leading to the Bayswater shore southeast of Bennington Street. Prominent landmarks are the gold-crowned tower originally intended as the pedestal for the statue of the "Madonna of the Universe" on the top of the hill, and the cross on the end of the hill visible from McClellan Highway. The neighborhood is bounded to the west by the Chelsea Creek and to the east by Belle Isle Inlet. To the north is the City of Revere and to the south is filled land below Boardman Street (Noyes Park/ Brandywine Village area).

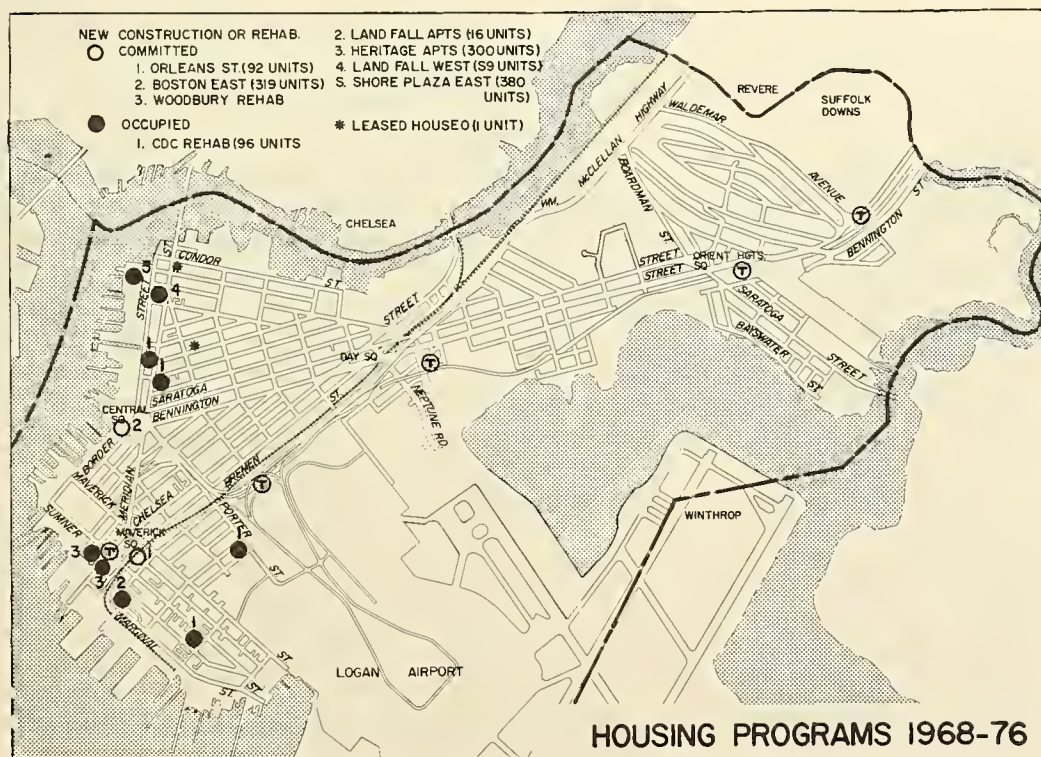
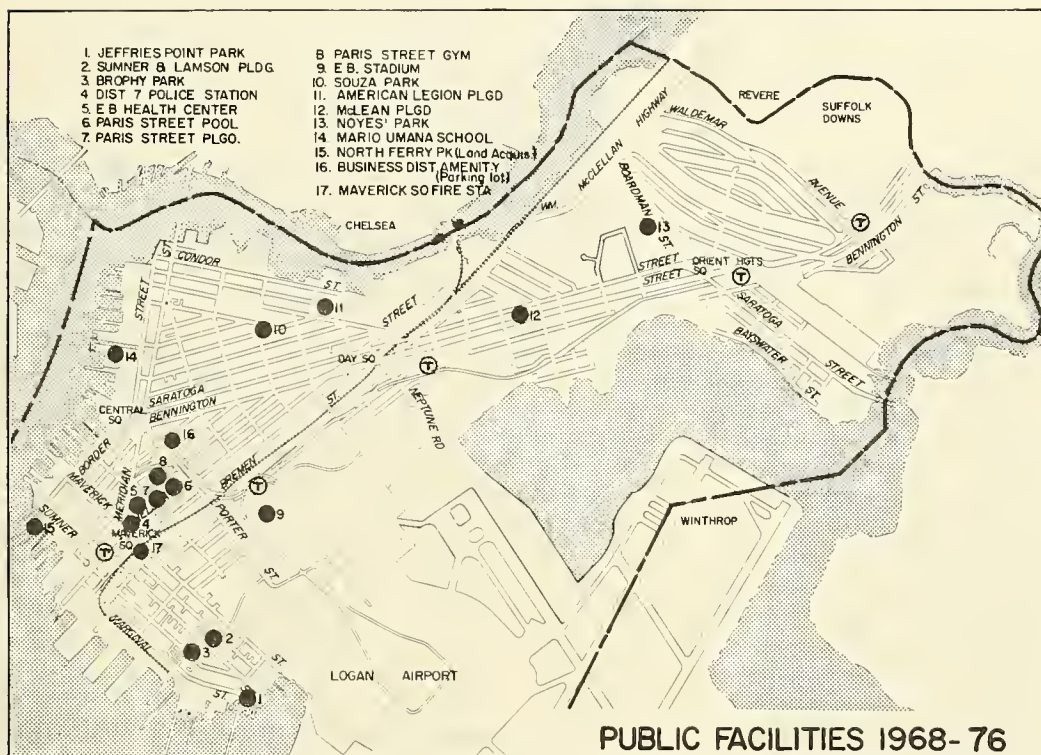
Orient Heights is a pleasant residential community with sloping, quiet streets and one, two and three family homes with small yards and beautiful views in all directions. Although it includes the 354-unit Orient Heights low income housing development, one and two family structures contain 44% of the dwelling units, and 88% of the structures with 1-4 units are owner-occupied. The median income of \$9,400 is the highest in East Boston and only 18% of its dwelling units need substantial repairs. Although the Bayswater section is heavily impacted by aircraft noise, overall, Orient Heights remains one of East Boston's most attractive areas.

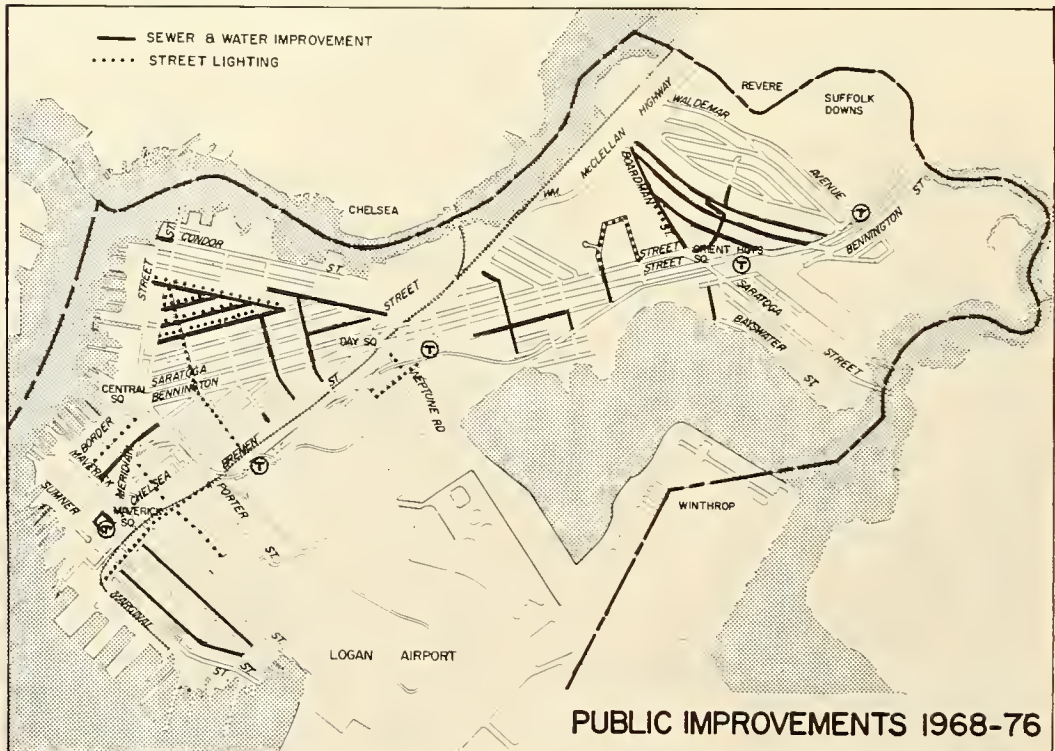
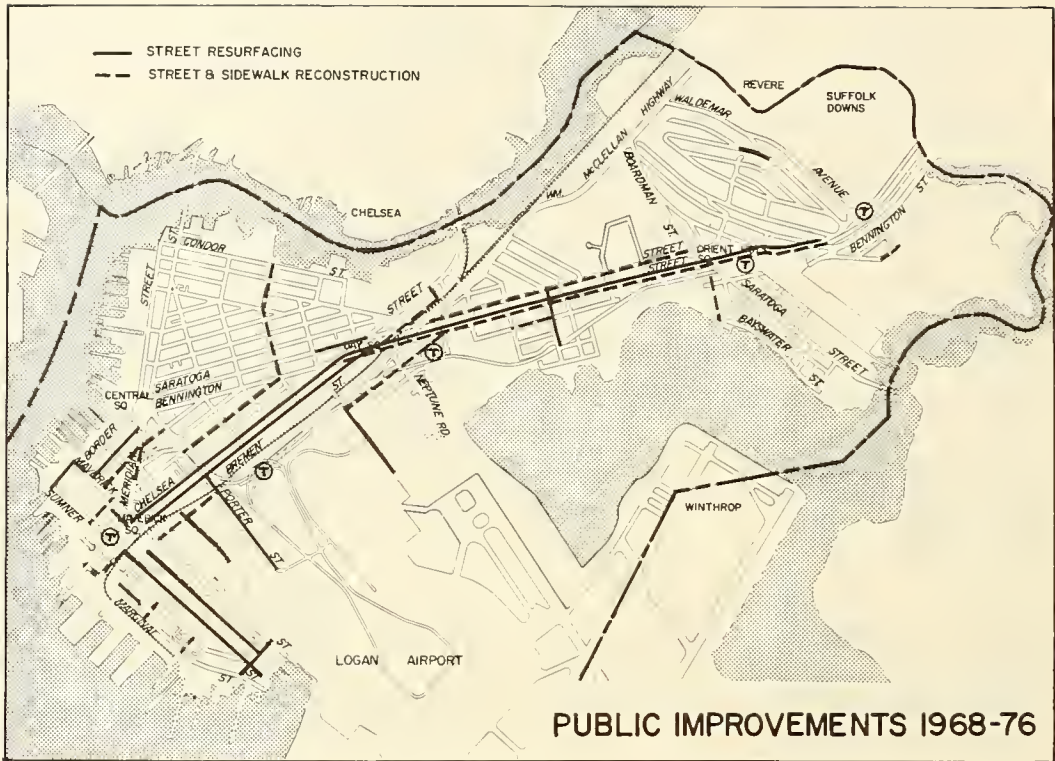
COMPARATIVE STATISTICS - EAST BOSTON (1970 U.S. Census Data)

Population	Jeffries Point	Central/Maverick Sq.	Eagle Hill	Paris St. Flats	Harbor View	Orient Heights	East Boston	City of Boston
Total in 1970	6,798	3,445	12,737	4,058	5,111	6,724	38,873	639,803
Change from '60	-21%	-23%	-13%	-18%	+25%	-6%	-11%	-8%
AGE GROUPS								
Under Age 15	1,628	1,037	3,395	911	1,341	1,573	9,984	152,541
Change from '60	-30%	-27%	-15%	-32%	+24%	-24%	-18%	-11%
Ages 15-34	1,893	949	3,668	1,064	1,525	1,821	10,920	217,058
Change from '60	-21%	-21%	-21%	-24%	+41%	0%	-10%	-11%
Ages 35-59	2,160	943	3,749	1,321	1,450	2,065	11,698	157,365
Change from '60	-20%	-21%	-14%	-19%	-8%	-6%	-15%	-24%
Ages 60 and Over	1,113	514	1,925	762	795	1,265	6,374	112,080
Change from '60	-12%	-21%	-5%	0%	+46%	+23%	-7%	-9%
INCOME								
Median Family	\$8,205	\$7,100	\$8,801	\$8,023	\$9,084	\$9,405	\$8,620	\$ 9,133
Families under \$5,000	25%	38%	19%	30%	13%	20%	22%	22%
HOUSING								
Occupied Units	3,422	1,190	4,144	1,461	1,613	2,144	13,574	217,623
Occupied Units in Structures with 1-4 Units	77%	57%	97%	98%	84%	79%	87%	61%
Owner-Occupied Structures with 1-4 Units	84%	71%	82%	78%	69%	88%	81%	81%
Units Needing Substantial Repairs (1973)(in excess of \$1000)	24%	81%	41%	79%	49%	18%	43%	31%

B. PAST MAJOR PUBLIC AND PRIVATE INVESTMENT (1968-1976)Past Public Investment

The major thrust of the City's capital investment from 1968-1975 has been toward strengthening neighborhoods through the construction or renovation of community facilities, parks, and streets. The City spent \$680,000 in the renovation of playground facilities at American Legion Playground, East Boston Stadium, Sousa Park, Noyes Playground, Paris Street Playground and the passive recreation area at Brophy Park. It improved the Sumner and Lamson Playground and McLean Playground facilities at a cost of \$163,000. The Paris Street pool was constructed at a cost of \$700,000. Renovations were made on a street hockey facility at Jeffries Point, on the Paris Street Gym, the East Boston Health Center and Police District 7 at a cost of \$795,000. In addition, over 3.6 miles of street construction, 5.0 miles of sidewalk construction and 4.7 miles of sewer and water work was completed.





Additional investment focused on housing, commercial center and neighborhood capital improvements. The \$8.9 million Heritage Apartments Development was completed. In an effort to revitalize the Central Square commercial center a new parking facility has been completed and construction of a second parking lot begun. In addition \$772,000 was made available by the City through its Housing Improvement Program. This program has stimulated the rehabilitation of some 800 owner occupied homes under its 20% rebate guidelines. Another 200 homes are now in various stages of program participation.

Neighborhood capital improvements constituted the largest portion of the investment program. A \$12.8 million new (Mario Umana) Technical School was completed. Construction of a \$1.4 million fire house near Maverick Square was completed. A new waterfront park in Jeffries Point was developed at a cost of \$1 million and \$436,000 was allocated for acquisition of another waterfront site opposite the Maverick Housing Project for the development of North Ferry Park - a \$2 million investment. The construction of a new facility for the East Boston Neighborhood Health Center was aided with \$250,000 in City funds. Improvements were made to various playgrounds and recreational facilities, and funds were allocated for residential street lighting, sidewalk reconstruction, street resurfacing, water system improvements and a comprehensive tree planting program.

Past Private Investment

Due in part to public investment in its residential neighborhoods, East Boston has seen an increase in private investment over the past six years. A majority of this investment has been in housing unit construction and rehabilitation. In addition to the Heritage Apartments Elderly and Family Housing Development which involved mostly public monies, two housing developments were finished with mostly private monies--the Shore Plaza East and Landfall West developments of 380 and 59 units respectively--and mortgage commitments were given on at least two other private developments, Boston East having 319 units of mixed income and Victory Gardens Plaza on Orleans Street containing 87 units of elderly housing.

Private rehabilitation of one, two and three family homes is occurring throughout the neighborhood. Although the individual homeowner may spend only a few hundred dollars, the number of homes being rehabilitated is impressive. The City's Housing Improvement Program has been designed to preserve and improve the neighborhoods in Boston by providing an incentive for the rehabilitation of owner occupied homes. This incentive has taken the form of a cash rebate equal to 20% of the value of eligible repairs as estimated by the program's rehabilitation specialists.

Over 1,075 applications have been filed with this program in the East Boston community. This resulted in work write-ups being made for 883 homeowners and signifies private expenditure of \$2,871,827 in home improvements and the correcting of code deficiencies for 704 completed projects.

C. 1977 PUBLIC INVESTMENT PROGRAM

The goal of the 1977 Neighborhood Improvement Program is to preserve and upgrade East Boston's residential neighborhoods. Toward this end the City plans to continue and expand this year's successful Housing Improvement Program to assist approximately 200 structures and undertake programs to clean up vacant lots, board up vacant buildings and demolish unsafe structures. Funds will be made available for rehabilitation work at the Orient Heights and Maverick Housing Developments. The roofs of the Orient Heights development are scheduled to be partially re-roofed and a multi-sports court is being constructed in the development at a cost of \$50,000. In addition the City has committed funds to provide the development with security doors and hallway panels and through the cooperative efforts of the Boston Housing Authority, Boston Redevelopment Authority and the Orient Heights Task Force submitted an application seeking \$1-4 million in additional State funds under a DCA pilot demonstration program. Street lighting improvements, sidewalk reconstruction and street resurfacing will be made in priority areas and an extensive tree planting program will continue. Under the City's Business District Program, police foot patrols will be conducted in the commercial centers at Central and Maverick Squares.

The public investment program also includes phase one improvements to the athletic fields at Noyes Park including drainage improvements and ballfield reconstruction. Upgrading of the passive recreation area at Prescott Square is scheduled as is City assistance in the development of passive and active recreational uses on vacant land at London and Decatur Streets. The design phase for North Ferry Park was completed and the contract is out to bid. An outdoor basketball court at the Salesian Boy's Club will be constructed and improvements to the East Boston Stadium will be expanded. The Central Square area will receive a new parking facility located on London Street and the Square itself will be improved with ornamental fencing, grading and landscaping. Funds were also made available to locally implement the City's "Restore" program in East Boston which will allow a 20% rebate to small businesses for storefront improvements. In addition the City has initiated a business district amenities program that will assist in basic area beautification and will work toward increased merchant participation in the "Birthday Book" program designed to increase shopper amenities and the aesthetic quality of the shopping districts.

cerns, the Survey results indicate that a more direct, comprehensive and coordinated program be developed and implemented. A piecemeal approach provides the necessary patchwork but cannot adequately respond to all the needs. Neighborhood revitalization must be a comprehensive effort.

A. HOUSING

East Boston's housing stock is widely varied in condition and architectural style. The age of the housing is such, however, that many houses need repair, modernization, or substantial rehabilitation.

While there is much diversity neighborhood-wide, the sub-areas of the East Boston community (e.g., Jeffries Point, Orient Heights) do not offer a wide variety of types of units and amenities that many young families or families with rising incomes desire. This often results in families with changing characteristics relocating to another sub-section. More often, however, the move has been away from East Boston into surrounding, less densely developed communities.

The recent construction of 799 rental units and the rehabilitation of 96 rental units assisted with public funds provides some of the needed diversity in available housing stock. However, there is a need for additional housing opportunities.

Issue

Much of the multi-family housing stock in East Boston is owner occupied. Often these owners are elderly or younger members of the same family that has owned the home for many years, if not generations. Should an elderly owner move to a smaller apartment unit, the vacated apartment or in some cases the entire home is placed on the housing market. In many cases the vacated apartment remains vacant for sometime because of poor condition or difficulty of the owner in finding new tenants.

In the case of the home that is placed on the market, an area renter might purchase it if he can afford to or in some cases the price is inflated beyond what area residents can or are willing to pay. The selling price as it pertains to principal interest and taxes for the new purchaser is usually substantially higher than was the case for the seller and thus adjustments in rent schedules often become necessary. Increased rents may well cause increased shifting in tenants and create an unstable rental pattern.

General condition of the housing stock is also a significant issue. The age of the housing stock influences the type and frequency of required maintenance and needed improvements. If not properly

maintained for a period of time, substantial problems can develop and significant capital becomes necessary to bring the building up to standard. Escalating labor and material costs have meant that many owners found it difficult to properly maintain or upgrade their home. The City has recognized and responded to this problem through implementing the neighborhood Housing Improvement Program. This year the program was expanded to include a 50% rebate for improvements on homes whose owners are elderly (65 years of age and older) and because of limited income need expanded assistance.

Strategies

Although some private rehabilitation and new construction is already occurring in East Boston, the City should use a combination of rehabilitation and code enforcement incentives to preserve and upgrade the existing housing stock. The Housing Improvement Program (HIP) should be continued and utilized by owner-occupants of 1-6 unit structures to bring their buildings up to code standards. Code enforcement can be used if a few property owners refuse to correct serious code violations in an area where voluntary rehab efforts are making headway. Abandoned and unsafe structures should be torn down and the property cleared under the City's Demolition Program.

Efforts should also be made to bring existing public housing units up to code and through renovation and modernization create a more attractive and livable environment. Along with this, Section 8 subsidies should be solicited to service the segment of the population that currently resides in private housing and yet would have to relocate without rental assistance. Both Section 8 and 707 rental subsidies programs should be encouraged in East Boston to assist private owners/developers and tenants in their desire to stabilize resident occupancy.

The City and the community should encourage the broadening of housing options by supporting moderate amounts of new housing construction in a variety of types, sizes and costs. There are still a few areas in East Boston where one and two family detached homes can be built. With the trend toward families having fewer children and consequently more income to spend on housing, there is also a need for one and two bedroom middle income (and some upper income) apartments. The sites which offer opportunities for new development are the proposed NDP II area on the waterfront (near Heritage Apartments), the Boston East site on Border Street and the vacant Piers 1-4. The City should continue to review the options which will improve the possibilities for new development on these sites that is sensitive to the desires of the neighborhood and meets the existing and future needs.

B. ECONOMIC DEVELOPMENT

Perhaps one of the most important issues that face the City and in particular the East Boston neighborhood is jobs and economic stability and growth. According to the recent Hart Survey the citywide rate of unemployment is 11%. In East Boston an 18% rate of unemployment was recorded. It is also important to note that the survey highlights the much higher percentage of East Boston's work force that is employed as skilled craftsmen or foremen, operative, and semi-unskilled. These types of employment classification fit 46% of employed East Boston residents while only 26% citywide. This emphasizes the need for increased job opportunities available to East Boston residents. Similarly, existing jobs and economic solvency must be preserved and enhanced. It is therefore important that the City work toward this end through expanded and innovative programs that foster an improved business climate in both the commercial and industrial sectors.

Issue: Commercial Areas

Improved highways, increased automobile ownership, and the development of "one stop" shopping at large suburban malls have weakened the viability of the neighborhood commercial center. However, it still performs an important function, providing a convenience for some, a necessity for others, and adding to the quality of life in an urban community.

There are four shopping areas in East Boston: Central Square, Maverick Square, Day Square and Orient Heights. Although each has a few distinct problems, they share many problems in common. The areas tend to consist of small stores without a great variety of merchandise under one roof. The buildings in which they are located are generally old, presenting certain structural problems for modern merchandising techniques, and need exterior facelifting to make them more visually attractive. The layout of the buildings, streets and sidewalks do not facilitate convenient pedestrian and vehicular circulation. The lack of sufficient off-street parking exacerbates an already existing problem with double parking and traffic congestion which further reduces shopping convenience.

Strategies

The joint effort of the public and private sectors will be required to revitalize these local shopping centers. The merchants themselves must take the lead but the City can make significant contributions. Toward this end, the City has begun a business district program focused on working with merchants in all East Boston commercial areas. Surveys and market studies should be undertaken to help identify problems and suggest solutions. Technical assistance should be made available to businessmen who want to improve their business methods. The City's "Restore"

Program should be used to assist merchants in coordinating storefront rehabilitation and provide financial incentives for such rehabilitation.

Also crime and vandalism present a constant threat to the viability of small business districts. Steps have already been taken to reduce crime and vandalism with the institution of police foot patrols during nighttime hours in shopping centers and with the installation of improved lighting in Maverick Square. New lighting should be installed in the other commercial areas in the future. A new off-street parking lot has been constructed on Porter Street near Central Square, an additional parking lot is now being constructed on London Street. However, more off-street parking should be provided for the other commercial areas at Day Square and Orient Heights. Studies should be undertaken to ensure that the existing public parking spaces are efficiently used.

Issue: Industrial Areas

Due to the changing nature of the regional economy and the general decline of industry in the inner city, East Boston has found itself with a number of underutilized properties that have development potential. Most of these are along the waterfront and on the boundaries of the airport. A major issue for the future will be whether or not these properties will be developed in a fashion that is compatible with adjacent residential areas and satisfies the articulated goals of vying interest groups.

Industrial uses should be located away from residential neighborhoods to reduce the traffic, noise and negative visual impact they have upon these areas. The proximity of industrial and residential uses was warranted in the pre-automobile era when people wanted to live as near as possible to their place of work; but, today priorities have changed. Although industries and their jobs are needed in East Boston, efforts should be made through zoning to encourage industrial activity within areas separated or buffered from residential areas and to discourage or prohibit it within residential areas.

Strategies

The City should continue to plan for this potential development and insure that it is compatible with adjacent residential areas. Working with the community, the City should continue to inventory these sites, develop a plan for their future use, and take the most feasible measures for insuring that development on them occurs according to a generally accepted plan. Such measures would include enforcement of existing zoning when appropriate, rezoning when necessary, and the acquisition of strategic development sites to control future use. Industrial development should be encouraged in appropriate areas such as along McLellan Highway and segments of Border and Condor Streets.

16 C. VACANT PROPERTY/OPEN SPACE/RECREATIONAL FACILITIES

Over the years East Boston has lost many of the amenities that made this neighborhood such an attractive and enjoyable place to live. The trees that once lined many streets are now gone, Amerina Field was taken for Postal operations, and Wood Island, the 65-acre park designed by Frederick Law Olmsted, has been taken by Massport for a runway. As a result of such losses East Boston residents have only half as much open space per capita as the rest of the City.

1. Vacant Lots

Issue

While vacant land does exist within the community, much of it is in small parcels scattered throughout the neighborhoods. The presence of this open space is often the result of demolition, necessitated by abandonment, tax defaults, or fire damage. Many of the single parcels have been sold to abutters and provide increased private open space for the family and/or the tenants, other lots have been developed into victory gardens or neighborhood parking spaces. Unfortunately, the vast majority of East Boston's vacant lots are under utilized and unprotected. They are often overrun with weeds and used as a place to dump refuse resulting in an eyesore, a haven for rodents and a potential health and safety hazard.

Strategies

Neighborhood confidence should be strengthened by both public and private efforts to clean up and maintain vacant lots. The City funded vacant lot programs can be used to clean up and improve vacant lots. However, these efforts alone are not sufficient. Vacant lots owned by the City should be maintained or transferred to abutters for their care and use if interest is expressed or when the situation warrants privately held lots should be acquired if appropriate for neighborhood use. The City should also strictly enforce health and sanitation codes and fine owners of private lots which are strewn with debris and are unsightly.

2. Waterfront

Issue

In addition to these vacant lots there is much waterfront area that lies fallow. Private ownership of much of this vacant land is often viewed as an obstacle to achieving community desires for expanded open space and increased access to the

water. However, recent housing developments built or planned were achieved through working with the private sector to increase public access to the waterfront. While East Boston is a community surrounded by water, it is often difficult and hazardous, if not illegal, to gain access to the water's edge. With the development of North Ferry Park, Lewis Mall extension, Jeffries Point Park and improvements at Constitution Beach, access should become less of a problem in the future. The anticipated divestiture of Belle Isle Marsh from Massport to the MDC will preserve this natural area and increase resident access. However, there is and will be much pressure to develop the remaining shoreline open space. How the development and use of that valuable resource will proceed is one of the major issues facing the neighborhood and the City.

Strategies

It is unrealistic and undesirable to expect that all privately owned vacant shorefront property will remain as perpetual open space. However, through controlled and planned development of these remaining areas it would be possible to increase public access and utilization while allowing for development needs, jobs and increased City tax revenues. Incentives could be used to increase the extent of open space available to local residents such as was the case in Shore Plaza East. The City should continue to work with the community and the property owners of shorefront land to achieve maximum benefit to all parties while making sure that the various expressed neighborhood priorities are understood and adequately addressed.

3. Natural Areas

Issue

There are also several natural areas still existing in East Boston that provide sanctuary to wildlife, play an important part in the ecological balance of the area or are of such a unique character that they should be protected and preserved for future generations to enjoy. Again, however, much of this land is privately owned and control or protection and preservation can only be exercised in a limited fashion.

Strategies

The BRA's Urban Wilds Study has identified and assessed the natural and scenic resources in East Boston and steps should be taken to protect these resources through acquisition, deed covenants, easements and the like. Massport, as the owner of much of this natural open space, has agreed in concept to divest itself of this land. Efforts should continue to ensure

that the planned transfer of the Belle Isle Marsh from Massport to the MDC for preservation of this natural area is finalized and the City should expand its efforts to protect, through whatever means are available to them, all other natural areas.

4. Recreational Areas

Issues

The need for expanded facilities and programs to maintain existing facilities is very clear to anyone touring East Boston neighborhoods and is in many ways closely aligned with other identified issues such as vacant land/open space and youth activities. As mentioned previously, East Boston has historically suffered great losses of recreational areas. The City has over the last few years responded in part by providing substantial funds through Community Development Block Grant monies and capital improvement funds for the planning/construction of new active and passive areas such as Jeffries Point Park, Prescott Square, Lewis Mall extension, North Ferry Park. Likewise, significant efforts have been made to improve and/or reconstruct areas such as Brophy Park, East Boston Stadium, Noyes Playground and Sumner & Lamson Street Playground. However, additional recreational facilities are needed to adequately serve all sub-sections of East Boston.

Coupled with the need for expanded recreational and park facilities is the need for improved maintenance of the existing areas and any new areas that might be proposed. One of the major issues surrounding parks and recreation is that following their construction crisis rather than preventative maintenance is carried out. If a timely and comprehensive maintenance program is not undertaken it takes little time before the "pride of the neighborhood" becomes an eyesore and target for increased vandalism.

Strategies

A comprehensive park/playground/open space inventory is now being undertaken by the Boston Redevelopment Authority and the Parks and Recreation Department. Once completed it will be possible to efficiently identify and update location and condition of existing facilities and assist in the programming of future area needs. This computer based information system should be used in the development of an overall parks and recreation plan for the East Boston community. It will also aid in pinpointing potential locations for future recreational development and the identifying of deficiencies in types of neighborhood facilities.

It will be possible to more efficiently establish an ongoing maintenance program to ensure that these facilities meet and continue to meet the needs of the local residents. The expansion of youth activities can then be linked with usable and maintained facilities for summer programs and organized/supervised recreational activities.

D. LAND USE

Issue

The development of regional transportation facilities which occurred after the residential community of East Boston was well established, has had a significant negative impact upon the quality of neighborhood life. The tunnels, highway and MBTA line disrupt the physical continuity of neighborhoods, generate noise and air pollution, and add to traffic and parking congestion on local streets. With the expansion of Logan Airport has come a myriad of challenges to the very survival of the residential community. Sections of East Boston are heavily impacted by aircraft noise and pollution. previous Massport purchases of property in abutting residential neighborhoods has created investor uncertainty and in some cases led to disinvestment and housing abandonment.

The 1976 Massport Master Plan states Massport's intention to divest itself of the vast majority of its unused and unneeded land holdings. Transfer or sale of property is now taking place. However the slowness with which Massport is proceeding with its stated divestiture policy, particularly regarding its larger land areas (Belle Isle Marsh and Piers 1-4), has been viewed by some as inadequate and putting into question the sincerity and real intent of the proposal. Airport-related industries such as air freight and rent-a-car operations have been attracted to boundary areas between the airport and the Paris Street Flats and Jeffries Point neighborhoods, further disrupting the residential character of these areas.

Strategies

The community, the City and the State must work together to reduce the negative impacts caused by these transportation systems. A comprehensive circulation plan should be conducted addressing in particular the traffic and parking problems caused by the Sumner and Callahan Tunnels, the McClellan Highway, the MBTA, the airport and potential new waterfront development. Such a plan was suggested by a 1972 "TOPICS" study by the State Department of Public Works.

Also pressure must be exerted on Massport to insure divestiture of held land/buildings in accordance with their master plan and that such divestiture proceed without delay or unrealistic demands being placed on the sale or transfer of its larger land holdings.

In addition the zoning of East Boston land must be scrutinized in light of the potential use and the desirability of future use. This should be done in conjunction with a survey of existing uses throughout the neighborhood.

E. HUMAN SERVICES

Issues

East Boston's high percent of elderly and young adults deserved special recognition and in many cases require very special and directed services. The City has recognized this through its support of the senior shuttle, its contribution to the Salesian Boys Club recreational facilities, providing support for the Little Folks Day Care Center and the expanded Saturday hours of the Harborside Community School. However, more broadly based programs must be developed and implemented to meet the growing need.

Strategies

The City should continue to support the senior shuttle, the meal-on-wheels program as well as the mobile library unit that provides needed assistance for East Boston elderly. These services should be expanded beyond the confines of concentrated elderly housing units and into the subsection of the neighborhood. More emphasis must likewise be placed on providing services, facilities direction and programs for the young adults throughout East Boston. Programs should be expanded on a year round basis but with special emphasis being placed on their availability during the Summer months.

F. NEIGHBORHOOD AESTHETICS

Issues

The attractiveness of any urban area depends to a large extent on through whose eyes it is being viewed. One major thing that most people agree on is that litter strewn parks, playgrounds, sidewalks, and roadways are unattractive, unhealthy and in some cases dangerous. Unfortunately, many of the residential streets and commercial areas are heavily littered and while clean up is attempted it never seems to be able to make headway. In the public areas this is often exasperated by the lack of trash receptacles or overloading of those that do exist. General street cleaning often cannot be adequately accomplished because of parked cars making it impossible to get near the curb.

A lack of trees and general greenery has also been a major issue throughout the years. Many residents remember East Boston when it had tree-lined streets giving the appearance of arches across the roadways. Unfortunately, most of those trees are now gone and until recently no attempt at replacement was made. The City has realized the importance of this aesthetic aspect of urban living and has undertaken a major tree replacement program. At the same time, it has supported major water and sewer line and street lighting replacement projects in addition to sidewalk and roadway reconstruction. Yet even with these attempts at improving neighborhood aesthetics more must be done.

Above ground wires have also been expressed as a neighborhood issue of aesthetics, safety, and convenience. Throughout East Boston there are approximately 15 miles of roadway that have various wires suspended from wooden utility poles. These wires are more susceptible to extraordinary weather conditions and can create problems to fire fighting operations. When down, disrupted service is inconvenient and can be a hazard in certain cases. Also such above ground wiring is widely accepted as being unsightly and destructive of the harmony and continuity of the area.

Strategies

Litter is most often the result of improper disposal of refuse by people. If it was possible to control all littering, the severity of the situation would be substantially diminished; however, this is next to impossible. Unfortunately, the responsibility of cleaning and picking up that refuse falls to the City and is paid for by everyone through their tax dollars. Residents become aggravated when the effectiveness of street cleaning and litter pick up is minimal and the area looks unattractive or dirty. More effective scheduling of street and sidewalk cleaning operations and public educational efforts may help greatly in overcoming the problem. Also more trash receptacles should be placed throughout the commercial areas and emptied on a regular basis.

The tree planting program that has taken place within East Boston has done a great deal to eliminate the barren concrete image that existed in many areas. However, not all areas have enjoyed the benefit of reforestation. The City should continue its tree planting efforts although on a smaller scale. More attention should also be given to replacing those trees that have not survived the first year and older trees that have died. These efforts should be coordinated with other major improvements such as expanded street lighting and working with the utility companies to eliminate above ground wiring.

3. PROPOSED THREE YEAR IMPROVEMENT PROGRAM (1978-1980) AND LONGER RANGE PLANNING AND DEVELOPMENT PROGRAMS AND OBJECTIVES

During the next three years the City must continue to address East Boston's major issues: housing, economic development, overall land use and recreational needs. But even with directed and concerted effort it is unrealistic to assume that all issues can be resolved. The fiscal constraints which Boston faces must also be taken into account. Fiscal problems underscore the increasing need for the City to properly use its available resources and tap a variety of private, state and Federal resources to implement and supplement its existing and planned programs. Efforts should be directed toward maximizing the use of public investment to leverage private capital expenditure and investment whenever possible.

A. HOUSING

It is imperative that the physical residential character of the East Boston neighborhood be preserved and enhanced to insure the continued viability of the area. While the City's Housing Improvement Program (HIP) has been successful in leveraging the expenditure of private capital to bring homes into compliance with City and state codes and produced some modest appearance improvements, it is important that other incentives be explored and, where appropriate, utilized. East Boston's existing residential stock is an irreplaceable asset that must be preserved through expanded owner maintenance and increased rehabilitation. Technical assistance and funds should be made available for exterior improvements that would enhance the visual attractiveness of the neighborhood and perhaps increase local pride and concern for the exterior environment. Whenever possible architectural integrity should be preserved. Such an effort should be coordinated with the City's continuing effort to improve and expand neighborhood amenities, such as tree and sidewalk improvements. This should be linked with a strict and expanded code enforcement program including stepped up fining procedures and notice of violation geared toward blatant and major offenders.

As a corollary to these proposals efforts should be expanded to preserve existing buildings and housing resources when private ownership lapses. Expanded protection efforts should be applied to vacant structures and incentives provided for the rehabilitation or reuse of abandoned buildings. Through tracking vacancies abandonment and anticipated sales or moves a coordinated and cooperative effort should be developed between individuals, citizen groups, local businesses, local development concerns, the Little City Hall and the Boston Redevelopment Authority with the common purpose of guiding/controlling future land and building utilization. Studies should be undertaken that would document the reasons for

and rate of abandonment and the feasibility of various program designs that would preclude abandonment, expand owner/resident occupancy, stimulate reuse of vacant buildings and encourage renewed private investment in the housing and business market.

Along with the ongoing and anticipated expansion of the City's effort to stimulate the upgrading of private housing stock, attention should be given to the need and desirability of constructing new housing units. Studies should be undertaken that document realistic housing need/demand at this point in time and in light of potential growth in industrial development, commercial development, amenities expansion, airport containment, etc. Available sites for a wide variety of housing types should be identified with sensitivity to the existing and potential housing market. Innovative programs for project funding, write-down feasibility and other incentive programs should be explored regarding possible effectiveness and applicability in East Boston.

The City must also realize its responsibility to those families that find it necessary to live in public housing developments because of limited earning capacity. This responsibility can be broken down into three areas. While all do not comfortably fit under the category of housing nor under public developments they are closely related and should be collectively addressed. The first is the providing of safe and decent housing through improving the physical conditions of the City owned or operated housing developments. The second is evaluating of existing programs and the development of new programs to provide needed services to area residents. The third is continuing efforts to expand job opportunities and employment training programs to assist the unemployed and underemployed residents of the City. With the recent reorganization of the Boston Housing Authority as a result of the Armando Perez, et al vs. Boston Housing Authority court suit a total rethinking of all Authority policies and procedures has taken place. The result should produce a more efficient and effective operation of the Authority with expanded sensitivity of the needs and desires of development residents. Efforts are now underway and should be expanded to attract additional Federal and state dollars to implement the major capital improvements such as roof repair, bathroom and kitchen modernization, heating system replacement, etc., that are needed. A continuing and cooperative relationship should be established among tenants, expanded BHA staff and the BRA for coordinating area and development improvements for each of the public housing developments in East Boston.

B. ECONOMIC DEVELOPMENT

Commercial Areas

In order to generate a better local business climate in the East Boston neighborhood it will be necessary to continue and expand the assistance the City is providing to small business establishments and commercial centers. Local merchants and the City must work together to revitalize these important areas of the neighbor-

hood. The City should support efforts of local merchants through strengthening its technical assistance on store modernization and improved business practices and by providing improved municipal services and phased amenities to support and encourage area revitalization. The City's "Restore" Program should be continued and expanded over the next three years and planned in conjunction with new street lighting, parking, and vehicle and pedestrian circulation improvements. However, the City through independent efforts cannot provide the panacea for commercial center decline. It is necessary to obtain a strong commitment from local merchants toward self preservation. Studies relating to parking circulation, merchandizing, marketing, etc., should be undertaken to investigate the perceived problems that exist with the commercial centers. Objective analysis of study results would greatly assist in the joint development of a corrective program providing maximum benefit and appropriate phasing.

Industrial Areas

Through the recently released Boston Plan the City has displayed its commitment to and desire for increased industrial development that would generate significant tax revenue and jobs for Boston residents. Through the Economic Development and Industrial Commission (EDIC) the City will continue exploring new industrial development sites, the marketing of existing sites, and aggressively seeking expanded tax generating industry with significant employment opportunities. East Boston, as a part of the City with a high unemployment rate (18%) must be looked at as an area for potential industrial development. An ongoing dialogue among the EDIC, BRA and local neighborhood groups, agencies, and corporations must be established to rationally and intelligently address the need for and desirability of industrial development in the East Boston neighborhood.

C. VACANT PROPERTY/OPEN SPACE/RECREATIONAL FACILITIES

Vacant Lots

Large parcels of City held vacant land or those that could provide a useful neighborhood amenity should be held by the City and adequately maintained until an appropriate use is agreed upon and realized. With this in mind the City should continue the vacant lot improvement programs currently incorporating Open Space Management, Revival and support of local non-profit agency sponsored activities such as "Project Pride." However, the City should work toward eliminating the need for vacant lot maintenance programs. Emphasis should be placed on the transfer of remaining small City owned vacant parcels to abutting property owners whenever possible thereby providing increased personal open space or parking while at the same time returning City held vacant parcels to the tax rolls. In conjunction with this, however,

efforts should be made to strengthen the City's ability to regulate the upkeep/maintenance of privately held open space through increased code enforcement and the streamlining of procedures in notification or violation and court action if necessary.

Waterfront

Vacant waterfront land is one of East Boston's greatest assets and in the mind of many its greatest liability. The future of much of this land and pier area has been debated for some time and yet the private ownership of much of this land has resulted in an apprehensive if not negative attitude toward any development being welcomed or accepted by the neighborhood. What happens along the waterfront is going to have a major impact on the future of East Boston. It is therefore essential that serious dialogue take place among all major parties and interest groups. The entire issue of future waterfront utilization must be analyzed in light of the desires and needs of the neighborhood in addition to those of the City, the region and the state. Work must begin on determining future waterfront use, developing an acceptable long range plan and formulating municipal control mechanisms and plan implementation strategies.

Natural Areas

The City must become more cognizant of its remaining scarce natural resources and take positive steps toward implementing the Boston Urban Wilds Program. Negotiations should take place between owners of designated properties and the City for transfer of lands, outright purchase, easements, or covenant restrictions that will preserve these irreplaceable resources for the benefit and enjoyment of all residents. In some instances such action should proceed with a dual purpose and thereby accomplish a dual objective of area protection and the meeting of local recreational needs. An example might be the acquisition and the improvement of the Condor Street area across from American Legion Field for expanded active/passive recreation and the improvement of the Golden Stairs for passive use and enjoyment by local residents.

Recreational Areas

With accurate and up-to-date inventory data available, the areas that need additional facilities and the specific type of facilities can be identified and programmed. The development of these areas/facilities can then be appropriately phased according to the need and ability of the City to provide them. Should no city-held properties be intrical to plan implementation, negotiation for acquisition should begin. Excess properties, if identified, should be returned to the tax roles.

It is also imperative that ongoing, long-term maintenance be improved to insure the continued availability of an existing and newly developed facility. This would not only protect and enhance

major City investments but potentially would increase local pride while providing the facilities necessary to run needed recreational programs and activities.

D. LAND USE

The appropriateness of existing land use designations should be analyzed in light of changing needs, demands and priorities. Inappropriate designations should be changed and stricter enforcement of appropriately zoned areas emphasized. In particular, the airport-related uses such as car rental agencies, trucking terminals and hotels must be located and zoned so as not to create problems of noise and traffic in residential areas.

E. HUMAN SERVICES

There has been a long-standing City commitment to provide its residents with needed services. During the next three years, the existing programs should be evaluated and new programs and strategies developed to better meet the needs of all City residents. The possibilities for innovative methods in leveraging expanded local support, commitment and participation should be emphasized and an ongoing forum established whereby those being served can better articulate changing needs and desires.

F. NEIGHBORHOOD AESTHETICS

The way in which local residents perceive the surroundings in which they live is an important aspect of urban living. The City should continue its efforts to enhance the local attractiveness of the neighborhoods. An overall program should be developed and major investments and improvements coordinated to eradicate visual and environmental disharmony.

4. APPENDIX

A BRIEF HISTORY OF THE AREA

Noddle's Island was annexed to the City of Boston in 1637 but remained an isolated agricultural area supplying fresh meat and wood to the City for nearly 200 years. In 1833, General William Sumner organized the East Boston Company which bought the island, changed its name to East Boston, and established a ferry service to the downtown area. The Company began to develop waterfront oriented industrial uses and provide railroad service to the north. East Boston was also promoted in this period as a summer resort. An orderly grid pattern of streets was laid out, the 80 room Maverick House hotel was constructed in Maverick Square and fine houses with hilltop views of the harbor were built in the Eagle Hill and Jeffries Point areas. Many of these houses remain today.

From 1840 to 1865, the needs of international shipping spurred the rapid development of East Boston. The Clipper ships of Donald McKay brought greatest fame to the area with his "Yankee Clippers," among them the Flying Cloud being constructed, and outfitted, and sailed from East Boston to California, the East Indies and China. The Boston terminal for England's Cunard Steamship Lines was established in East Boston in 1840 and opened the way for waves of immigrants and increased trade. The ability to transfer goods directly from ship to railroad was an important asset and the addition of a terminal for the Grand Junction Railroad gave East Boston direct connections to all the manufacturing centers of New England. The population climbed from 1,455 persons in 1840 to 20,572 in 1865, with large suburban homes being developed on the hills and more modest dwellings in the area around Maverick Square.

The decline of wooden ship building caused the exodus of skilled craftsmen from East Boston at a time when many Irish immigrants were arriving to take their place. Housing for the immigrants was made available by the subdivision of the existing housing and the construction of tenements. As the population continued to grow and the area began to lose its spacious suburban quality, wealthier families began to leave East Boston. Around 1880, the Breed's Island (now Orient Heights) section of East Boston was opened to development and more expensive single family homes were developed. The pace of development was slow and the last lots were not sold off until 1912. Successive waves of immigrants, primarily Jews and then Italians, pushed the population of East Boston to a peak level of approximately 60,000 which was maintained from 1916 through 1935. The Italian immigrants formed a strong community structure in East Boston which continues to be the area's predominant cultural influence.

After 70 years of ferry service, East Boston was connected to downtown by a subway tunnel in 1905. Further transportation developments, the airport in 1923 and the Sumner Tunnel in 1934 planted the seeds for future community problems when the rapid expansion of aviation and postwar suburban development caused tremendous growth in the use of these facilities. Commuter and airport traffic provided the primary reasons for the development, from 1949-1961, of airport access roads, the expressway through East Boston and the Callahan Tunnel. The introduction of jet aircraft during the 1960's added a new dimension to East Boston's problems with regional transportation facilities.

From 1940 to about 1970, population declined in East Boston as a result of factors which have affected most urban communities. Contributing to the general pattern of out-migration of families to suburban areas were such factors as increase in automobile ownership, improved highways, a desire for greater open space, the decline of some urban industries, the relocation of other expanding industries to modern suburban facilities and the attractiveness of newer suburban schools with large amounts of recreation space. In addition, East Boston suffered from the impact of air pollution, noise and congestion created by a growing

airport and by increasing commuter traffic, as well as from the unpleasant appearance of declining industrial property adjacent to residential areas.

The physical development of East Boston occurred almost entirely within the period from 1835-1915. The major physical changes since 1915 have been the growth of regional transportation facilities, particularly the tunnels, McClellan Highway and the airport. The way of life of the people, what they expect and need from a residential environment, and the economics of the early industrial base have changed substantially since 1915. East Boston is now faced with adapting the physical environment which it has inherited to the needs of a modern residential community.

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FUTURE INVESTMENT NEEDS as related to issues, strategies and 1977 Investment Program

ISSUE	STRATEGY	1977 INVESTMENT PROGRAM	PROPOSED 1978-1980 NEIGHBORHOOD IMPROVEMENT PROGRAM ACTIVITIES
A. HOUSING	Continued rehabilitation incentives	Housing Improvement Program (HIP) \$225,000 at 20% 75,000 at 50%	H.I.P. 200 structures for annum
	Code enforcement for neglectful owners with economic means to rehabilitate housing.		Step up fining of violators and continue strict enforcement of housing inspection violations.
	Continue demolition or boarding of hazardous structures.	Demolition and Boarding Program \$30,000	Make funds available as needed for demolition and boarding of abandoned and unsafe structures.
	Support new housing construction in a variety of types, sizes and cost.	Design review & assistance in housing development proposals for Victory Gardens Plaza (Orleans St.) & the rehabilitation of the Woodbury Building (Summer Street).	Identify available housing sites Investigate the housing market for variety of housing types. Develop innovative program for project funding and write down feasibility.
	Increase livability of public housing developments in East Boston.	Roof repairs, color wall, boiler replacement. Application filing for Pilot Demonstration Program at Orient Heights Housing Development. Continue work with BHA Division of Planning; Development and Modernization	Develop extensive phased improvement program for the public housing development.
B. ECONOMIC DEVELOPMENT 1. Commercial Areas	Surveys and market studies should be undertaken to identify problems and suggest solutions.	Review of existing conditions and establishment of priorities. Pursue an active enforcement of standing and moving violations in the commercial districts & throughout East Boston.	Undertake extensive traffic circulation study of the East Boston community.
	Offer technical assistance to local businessmen on business methods.	Neighborhood Business District Program Specialist	Expand Business District Program and specialist services (1 full time staff person).
	Assist merchants in coordinating storefront rehabilitation and provide financial incentives.	"RESTORE" Program (\$20,000)	Expand RESTORE Program based on success to (20,000, 25,000, 30,000)
	Improve aesthetic conditions of commercial districts.	Business District amenities (\$5,000)	Expand merchant participation in "Birthday Book" Program.
	Increase the safety of commercial districts.	Footpatrol (\$50,000)	Continue commercial center footpatrol \$50,000 per annum. Provide new lighting in Day Square, Orient Heights and Central Square shopping areas.
	2. Industrial areas	Plan for potential development of available sites	Develop a comprehensive East Boston economic development plan. Planning, design and economic review of proposed development
C. VACANT LAND/OPEN SPACE VACANT LOTS	Clean up of public and private vacant lots Return City held vacant lots; to abutters. Enforce health and sanitation codes	Assist in the development of London/Occatur Street as tot lot through providing \$10,000 in Open Space Management Program Funds.	Expand Open Space Management Program to \$20,000 per annum. Support through increased funding and staffing the citing of property owners whose land condition is not in compliance with health/sanitation codes.
	WATERFRONT	Work with community and property owners of shorefront land to achieve more benefit to all parties while making sure that various expressed neighborhood priorities are understood and adequately addressed.	Completion of design phase for construction of the 2,000,000 North Ferry Park and put contract out to bid. \$25,000 for upgrading of Lewis Street main extension
	NATURAL AREAS	Attempt to protect the natural areas designated in the Boston Urban Wilds Study.	Continue efforts of acquisition of waterfront property. Develop an acceptable long range plan and formulate municipal control mechanism and plan implementation strategies to guide development of waterfront.
D. LAND USE	Monitor traffic and parking problems		Undertake a comprehensive circulation study of traffic and parking problems and develop an overall plan.
	Undertake zoning study	Begin initial phases of East Boston zoning study	Complete zoning study and propose needed amendments to better control and coordinate the future use of land within the neighborhood. Strengthen cities capacity to control illegal use of land through developing expanded monitoring system and streamlining procedures.

